



***Virginia Aviation Board
Workshop
October 19, 2004***

MINUTES OF THE VIRGINIA AVIATION BOARD WORKSHOP MEETING – OCTOBER 19, 2004, 1:30 P.M. AT THE AIRPORT HOLIDAY INN, 5203 WILLIAMSBURG ROAD, RICHMOND, VIRGINIA 23250.

MEMBERS PRESENT

Roger L. Oberndorf, Chairman
Bob L. Johnson
Emmitt Yeary
Alan L. Wagner
Marianne M. Radcliff
John G. Dankos, Jr.

OTHERS PRESENT

Director Randall Burdette (DOAV), Terry Page (FAA), John Beall (OAG), DOAV Staff, Airport Managers and Sponsors, Consultants, and Engineers.

1. CALL TO ORDER

Chairman Roger Oberndorf called the meeting to order. Chairman Oberndorf turned the floor over to Mr. Cliff Burnette for the FAR Part 77 and Obstruction Identification Update Presentation.

2. VIRGINIA AVIATION BOARD ISSUES

A. FAR Part 77 and Obstruction Identification Update

Mr. Cliff Burnette asked Mr. Terry Page with the FAA to provide a presentation on the Federal Regulations and how they enforce hazards and obstructions and Mr. Michael Swain will provide information on how the Department of Aviation handles obstructions. The reason for the presentations being given on FAR Part 77 Obstructions came about from the

last VAB meeting and projects being denied due to obstructions. Board members wanted more clarification on this subject matter. Mr. Page started with the Federal Standards for clearing approaches. A copy of his presentation is attached as Attachment A. FAA Part 77 is what should be clear for approach surfaces and TERPS is what must be clear for approach surfaces. In general, if you clear Part 77 obstructions then you should be clear for TERPS surfaces. Discussion between Board members, Terry Page, and Cliff Burnette continued for further clarification on FAR Part 77 and exactly what areas that it contained. Mr. Burnette asked Mr. Michael Swain to provide information on FAR Part 77.

Mr. Swain explained the state standard used, which is the Virginia Administration Code 5-20-140, is what defines the Department of Aviation standards used. Mr. Swain provided a presentation, which is attached as Attachment B.

B. Prioritization of Terminal Building Development

Mr. Burnette provided a presentation on Terminal Building Development, which is attached as Attachment C. The Department of Aviation has been funding Terminal Buildings since 1987 and in that time there have been 34 new terminal buildings constructed, 12 terminal buildings renovated, 6 airports currently in study/design phase and 5 new terminal buildings identified on ACIP's. Board members wanted to know why are terminal buildings not open when new airports begin operation. Mr. Burnette explained that the "Basic Airport Facility" consists of a runway, stub-taxiway, apron, landside access and parking lot. Some of the reasons why airports open without a terminal building are 1) sponsors suffer "project exhaustion" – 10 to 15 years to plan, design and construct new general aviation airport; 2) sponsors seldom escrow local share of costs up front; 3) sponsors under-estimate their share of the costs; 4) costs increase over the development period; and 5) new airports struggle to compete with existing airports.

The Department of Aviation came up with some recommendations for the Board to consider:

- Change the "Basic Airport Unit" to – Runway, Apron, Stub Taxiway, Landside Access, Parking Lot, Terminal Building and Fuel Farm.
- Terminal Building – Temporary Facility as a minimum
- Upon completion of the initial master plan study, "basic unit" projects will be considered as a "Phased Project" –resulting in 50 bonus points added to each project.

Mr. Burnette and the Board members discussed the recommendations presented and Mr. Burnette will provide additional information at tomorrow's meeting for the Board to consider.

C. Small Quantity Generation of Hazard Waste on Virginia Airports
“Sump & Dump” Report

Chairman Oberndorf called upon Mr. Russell (Rusty) Harrington for his report. This is a coordinated effort between the Department of Environmental Quality and Department of Aviation towards achieving a higher level of compliance as it applies to the handling of hazardous materials on airports. Several airports approached the Department of Aviation about a year ago and asked for assistance with this situation. On every airport, you have pilots sampling their fuel during pre-flight inspections and of course, most pilots look over to the side of the apron, find some grass, and throw the fuel there. This is an illegal practice and unacceptable with the United States Environment Protection Agency (USEPA). This issue has been discussed with several stakeholders such as Virginia Airport Operators Council (VAOC), the Virginia Aviation Business Association (VABA), Department of Environmental Quality (DEQ), airport sponsors and managers and Department of Aviation staff. A new poster has been designed and will be mailed out to airports within the next few weeks to make the public more aware of the disposal of hazardous waste.

Chairman Oberndorf asked Dr. Alan Wagner if there would be a Land-Use Committee Meeting following adjournment. Dr. Wagner stated that Mr. Keith McCrea was not in attendance to give presentation and so the meeting will be at the next VAB workshop in December.

3. ADJOURN MEETING

With no further business, Chairman Oberndorf adjourned the meeting